

Newport Daily News

VOL. XXIII.-No. 75.

NEWPORT, R. I. WEDNESDAY AFTERNOON, MARCH 18, 1868

Single Copy 10 Cents

The Newport Daily News

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The practice of freely advertising for all classes of business is becoming more and more common.

It does not become us, however, to mention Sales, Losses and Profits, Bills, Wages, etc., when contracts for news advertising are discontinued before the year expires. But we do not believe that the advertising of the advertising rates of the different papers is of any service.

Editorial Notices or Articles to be inserted in the leading columns will be taken at 10 per cent extra.

Special Notices will be charged according to their several advertising rates.

All bills are payable quarterly.

10. 10. 10.

TRAVELER'S DIRECTORIES.

OLD COLONY AND NEWPORT HIGHWAY.

NEW LINE OPEN 'TO BOSTON.'

10. 10. 10.

ON AND AFTER MONDAY, 10. 10. 10., TRAINS

WILL RUN AS FOLLOWS:

Trains leave Newport

For Boston—10.00 and 7.15 a. m., and

3.00 p. m.

Carthage Grove, 7.15 a. m., and 3.00 p. m.

Devil's Hole, 7.15 a. m., and 3 p. m.

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Devonshire, 7.15 a. m., and 3 p. m.

universally popular to any colored place that we have had hitherto; and it is, at least, equally entitled to be regarded as a means of advancing the popular taste, and thereby to set the national ideal of art.

A correspondent, looking at chromos from this point of view, thus indicates (it may be somewhat anti-socially) their possible influence on the culture of the people—

"What the discovery of the art of printing did for the moral growth of the people, the art of chromo lithography seems destined to accomplish for their aesthetic culture. Before types were to be made, scholars and the wealthier classes had ample opportunities for study; but even when Bibles were copied in manuscripts, and copies of the Scriptures (then only so styled) were worth a kind of cattle, there were large libraries accessible to the aristocracy of rank and mind. But they were denied against the masses by the wealthier class of privilege and ignorance. A book possessed no attractions for the man who could not read the alphabet; and, because they were rare and hard to get, he had no incentive to master the mysteries. Much cheap and common, the meanest peasant, in the course of a few generations, found a place for his griefs in the pages of the greatest authors of his time and of all time. Mental culture became possible for whole nations; and democracy, with its infinite blessings, gradually grew up, under the little shadow of the first printer's proof."

"Until within a quite recent period, all has been found in its associations. Galleries of priceless paintings, indeed, there have always been in certain favored cities and countries; but to the people, as a whole, they have been equally inaccessible and unappreciated, because no previous training had taught the community how to prize them. It was like Harvard College without the distinct school—a school without satellites, and to a man removed from the world of the people for it is hard to find in the catalogue in the hours of the masses."

"Now, chromo lithography, although still in its infancy, promises to diffuse a love of art among the people at large, but to disseminate the choicer masterpieces of art in it. It is an unrepudiated and naturalized in America. Its attempts hitherto have been unadaptively unadorned; but it was not Homer and Plato that were first born, but by the printing press. It will be a creation of dryary events. So will it be with this new art. As the popular taste improves, the subjects will be worthy of an art which seeks to give back to mankind what has hitherto been confined to the few."

NEWPORT DAILY NEWS.

WEDNESDAY, March 18, 1848.

THE HARBOR.

In the State Senate, yesterday, an act was received from the House establishing the City Council of Newport to establish a harbor line. It was indefinitely postponed. This action appears to have been taken without economy and to have taken scarcely any time. It would seem to be of sufficient importance to demand a few moments' consideration, as the subject of improvements and changes in our harbor is constantly pressing upon the attention of the business men of Newport.

It will be absolutely necessary, before long, to expend a large sum of money in making greater the depth of water where the vessels lie in the docks, or to give up buying any vessels, except small and boats of a light draft of water, come into our docks at all. Small as our commerce already is, we can scarcely exist at all without it. The accumulations of mud in the harbor, from the city sewers and by the currents setting in, have rendered the space where large vessels can lie at anchor much smaller than it formerly was; and it will have to be dredged at great expense, or a new harbor will have to be established, or we shall be compelled, as we have said, to content ourselves with what accommodation a fleet of small craft will afford us.

Our project is to build a new water front somewhere about on a line with the outer end of the longest wharves south of Long Wharf, somewhat after the style of the wharves at Providence; to make docks where practicable, and to use the front wharves where the depth of water is not sufficient for docks. Best of all for the business of Newport with her own port, and with the cities and towns north of her, would be a continuous front, without docks, with a railroad track connecting with the Old Colony and Newport Railroad, at or above Bridge Street, and extending the whole distance to the south part of Thames Street near the Gas-works. No doubt a large amount of inland trade could be attracted to Newport by such facilities for shipment of goods as would thus be afforded. It need not be a very expensive enterprise, as a structure like Long Wharf would answer the purpose and a large part of the filling could be obtained by dredging and the remainder could be brought in on the railroad.

It is by some such plan as this that Thames Street is to get the relief which that thoroughfare demands from the pressure of business and travel that chokes it in the busy season. No such widening of this street as can now be obtained will ever be sufficient for its demands. Even if the whole line of buildings could be driven back upon their back-yards a few feet, this will never make it such a business street as the city imperatively requires. With such improvements as can be made in it, it will suffice for the lighter kinds of trade, but there should be an outlet from it on to such a commodious avenue as can only be afforded by a new street along the water front. To a street situated thus conveniently to the shipping all the heavy business of the city should be remanded. What a fine street Thames street would be, if it were just given up to the dry goods dealers, tailors, drapers, foot and shoe dealers, book stores, picture stores, gentlemen's and ladies' furnishing stores, jewelers, &c. And, when a real road be afforded it, the provision stores, hardware stores, store dealers and such business as requires heavy loading, had their place close to the docks on a broad, commodious street, where the light and elegant carriages would not be lost by loads of lumber, flour, or cotton.

Portland, Boston, Providence, and New York are competing for the privilege of shipment of goods from the interior to the ocean. Each claims to have advantages for foreign commerce superior to the others. Why may not Newport make an effort for a

share in such business? Those cities are laying out vast sums of money in the improvement of their commercial facilities—Boston has on hand a project that will cost at least twenty millions of dollars. What we propose the consideration of the merchants of Newport is of insignificant expense in comparison, and would be, in our estimation, at least proportionate value to the city and its inhabitants.

THE ERIC HARRISON DIFFICULTIES.

An exchange gives the following concise account of the disturbance in relation to the stock of this company: "The Eric Railway Company, which is shaking the very foundation of Wall street, was caused by an attempt of Commodore Vanderbilt to concentrate all Western traffic upon the New York Central Railroad, of which he is President. This road is built of the narrow gauge, and has a direct connection with the Western roads, which are constructed in the same manner. Not long since an arrangement was made by a little Company to extend its broad gauge westward, by guaranteeing the bonds of a company which agreed to build a road ninety-six miles long from Akron to Toledo, from which point the Michigan Southern Company was to lay a third rail to Chicago, thus giving the Eric a through broad gauge route from Jersey City to that commercial centre of the West. This was throwing down the gauntlet of opposition to the narrow gauge New York Central, and the Vanderbilt party were anxious and vowed that they would wreck the Eric from the control of the present directors; and with this object in view they obtained an injunction restraining the company from making any further issue of new stock, while they began liquidating the stock to itself. The Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. Learning this, the party in power took the property of the Company into New Jersey, out of the jurisdiction of the Court, and the receiver is therefore powerless. There the matter hangs, the Eric men still holding possession of the field. Judge Barnes has been served with an injunction staying all further proceeding until the first Monday in April.

NOT CORRECTLY STATED.

In the Providence *Journal* of yesterday is an article entitled "Qualifications for office." It is very good advice and, in the main, its positions are well taken. It however, however, is not well illustrated at a point which it does not at all illustrate, which, coming from such a source, we are at a loss to understand, and which is calculated to mislead the people as to the grounds on which the House of Representatives has impeached the President before the Senate.

The *Journal* ought to know that there is considerable jealousy among the people of Rhode Island as to its politics. Many are not quite clear where it is coming out, and by any expression that looks like a leaning toward Johnson or the Democracy or any inclination away from a hearty support of the measures of the Republican Congress are liable to be accepted as the signal of a coming departure from the people and the people's measures and men.

The passage in Tuesday's paper to which we refer is as follows:

"My station is so excellent apository of War that Congress seems to be willing to remove the President in order to keep him in office."

This is just what the Democrats are in their heaviest demagogic of Congress, and what we term their *false accusations*. It is not at all to keep Mr. Sumner in office that the President is to be removed. He is kept in office, if that were at all without removing the President. Mr. Johnson is impeached for violation of the laws. No matter whether the person in whom the laws are outraged be Mr. Sumner or his Collector of Newport; and for a professed Republican writer to make such a statement as that quoted above is to aid and abet the worst and most virulent foes of the government like Brick Polymer and the whole Democratic press, north and south.

GRANT ASSESSOR.—In the Senate, yesterday, the act defining the duties of the General Treasurer was passed with amendments, striking out the fourth section and fixing the salary at twelve hundred dollars, as at present, instead of at fifteen hundred, as proposed in the bill. The act defining the duties of the State Auditor was concurred in without amendment.

In the House of Representatives, a report was received from the Commissioner of Shall, Fishes and a ready bill passed directing him to prepare an act revising and consolidating the statutes relating to that subject. The special order, which was the report in relation to the two bills, was deferred until the part two bill, when Mr. L. has now started with them for the West. The average six years old, birth nine feet, and weigh 620 pounds.

BRITISH EXCELSIOR MANUFACTURERS.—It is reported from Washington that on Monday evening three boats left Block Island in company about five o'clock, for Newport. The last Island Belle, Capt. Wm. M. Rose, which usually carries the mail, had on board the family of Capt. Geo. W. Conley, her former captain, who was removing to Falmouth, Mass. The fog being very thick, the boats were out all night. Two of them arrived but the day morning, but Capt. Rose had not arrived at noon to-day, and some anxiety is felt in reference to him and those with him.

BRITISH SHAMBOO CHAMBER.—Rev. Mathew Hale Smith, the New York Correspondent of the Boston *Journal*, who resided in Rev. Mr. Sheldon's church, last Sabbath evening, says, in a letter to the *Journal*, it is reported that there is a prospect of the consolidation of the Newport Steamboat Line to New York with the Trippet, in which case that surplus line will send their boats to Fall River, loading at Newport. If the consolidation is not effected the British boats will touch at Newport, and arrangements are made, it is said, to that end. At any rate, Providence will be benefited, by the example of it, may

BRITISH EXCELSIOR MANUFACTURERS.—It is reported from Washington that on Monday the Senate, having concurred, finally concluded action on the Rose bill repealing the law on manufactures. They enlarged the measure by adding importation, coffee and its substitutes, spices, nutmeg, refined sugar, confectionery, jewelry and precious stones, as articles from which they are not willing to remove taxes. The committee was not unanimous in favoring this amendment. The ways and means committee will undoubtedly oppose it, as their agreement is absolutely necessary to secure a speedy passage of the bill. Mr. Sheldon says he will try to get it voted upon by the Senate at an early day. It may be added that the bill does not repeal or change the tax on leather or tobacco matches, nor on any of the stamp duty articles.

ABOUT HOME.

THE ERIC COURT.—The calling of the docket which was proceeding as we went to press yesterday, occupied the entire morning. A large portion of the docket was continued and some cases settled.

The case of Samuel Smith against Old Colony and Newport Railway Company was continued on account of the illness of the plaintiff's attorney, W. H. Potter, Esq.

The case Nathl. Cox and wife against Harriet Morris was continued, the plaintiff to file plea in twenty days.

THE AQUIDNECK BANK AGAINST GEO. A. RICHMOND.—The trial of the suit of the Aquidneck National Bank against Geo. A. Richmond, was continued, the clerk of the Court being appointed a commissioner to take the testimony of John W. Vose upon notice to the adverse party.

JOHN W. VOSE AGAINST BENJAMIN A. MASON ET AL.—The plaintiff discontinued his case.

THE AQUIDNECK BANK AGAINST GEORGE A. MASON.—The Clerk was appointed Commissioner to take the testimony of John W. Vose, and the case to be taken from the ruled Docket and entered on the jury Docket.

The following divorce cases were dismissed yesterday:

ANASTASIA F. DUDLEY AGAINST EL DUDLEY.—Dismissed. Henry E. Thomas against Harriet M. Thomas continued. Ann Banks against George Banks—granted.

STATE AGAINST JAMES SMITH FOR RAPE.—On a young girl, pending since the last term of the Court when the case was tried and the jury failed to agree. This case was *disposed* of this morning, and the prisoner who had been in jail some eight months, was ordered to be discharged.

STATE AGAINST JAMES C. HASKINS FOR BURGLARY.—Pending since Sept. 1847, was also *disposed* of.

STATE AGAINST JOHN R. WILCOX FOR ROBBERY.—A young lad of Tiverton, for being engaged with Michael Waters in robbing the depot at Tiverton, pending since the last term, was continued.

THE GRAND JURY BROUGHT IN TWO INDICTMENTS.—The first was against Nathaniel A. B. Harvey for an assault with a dangerous weapon upon Thomas Prosser. Harvey was arraigned this morning and pleaded not guilty. The trial lasted till late in the morning session when the jury retired, and are out as we go to press.

THE OTHER INDICTMENT WAS AGAINST JOHN L. MULHONEY.—Nineteen years of age, for burglary. On being arraigned this morning, he pleaded guilty and was sentenced to the State prison for one year.

ONE OF THE JURIES WAS DISMISSED.—This morning, till the second Monday in April, when an adjourned session of this term will be held. It is therefore probable that the court will rise to-day.

SI. PATRICK'S DAY.—Was observed with considerable pomp and circumstance, though the wet and foggy weather seriously interfered with the military operations and dimmed the brilliancy of the parade. The Aquidneck Rifles were out, however, under command of Capt. Col. Delaney. They marched through the streets attended with a large procession and witnessed by great numbers of spectators. At Washington Square they went through a variety of exercises both in the manual, marching and firing. Religious services appropriate to the day were held at St. Mary's Church, and a lecture on Ireland was delivered by Rev. Mr. O'Connor at St. Mary's Hall in the evening. We expect a report of the lecture for tomorrow's paper.

THE BRICK ISLAND MAIL BOAT.—On Monday evening three boats left Block Island in company about five o'clock, for Newport. The last Island Belle, Capt. Wm. M. Rose, which usually carries the mail, had on board the family of Capt. Geo. W. Conley, her former captain, who was removing to Falmouth, Mass.

THE RECENT FLUCTUATIONS IN ERIC STOCK.—The recent fluctuations in Eric stock have made and unmade some fortunes for individuals. One gentleman made \$50,000 the one day and another lost \$50,000 in a single day.

IMPROVEMENTS IN THE VINEYARD ESCAPE.—In anticipation of the escape of the Eric, the *Standard* has issued a circular to all the vineyard proprietors to have their vines cut down, and to make a general arrangement for the removal of the vines.

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THE BOSTON ALMIGHTY COOK.—At nine o'clock Tuesday morning, the long building on Long Wharf, Bristol, adjoining the Reynolds cotton mill, took fire, and the central portion was well burned out. It was occupied by several parties as a storagehouse. The fire was confined in the building in which it originated.

ATTEMPT TO DEFRAUD THE GOVERNMENT.—An attempt to defraud the government was frustrated Friday afternoon at the Paymaster General's office in Washington, by the discovery of a forgery just in time to prevent the payment of the money.

IMPORTANT ARRERS.—An attempt to defraud the government was frustrated Friday afternoon at the Paymaster General's office in Washington, by the discovery of a forgery just in time to prevent the payment of the money.

THE ERIC RAILROAD DIFFICULTIES.—An exchange gives the following concise account of the disturbance in relation to the stock of this company: "The Eric Railway Company, which is shaking the very foundation of Wall street, was caused by an attempt of Commodore Vanderbilt to concentrate all Western traffic upon the New York Central Railroad, of which he is President. This road is built of the narrow gauge, and has a direct connection with the Western roads, which are constructed in the same manner. Not long since an arrangement was made by a little Company to extend its broad gauge westward, by guaranteeing the bonds of a company which agreed to build a road ninety-six miles long from Akron to Toledo, from which point the Eric is to lay a third rail to Chicago, thus giving the Eric a through broad gauge route from Jersey City to that commercial centre of the West. This was throwing down the gauntlet of opposition to the narrow gauge New York Central, and the Vanderbilt party were anxious and vowed that they would wreck the Eric from the control of the present directors; and with this object in view they obtained an injunction restraining the company from making any further issue of new stock, while they began liquidating the stock to itself. The Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a counter injunction and made a fresh issue of stock, which at first paralyzed the Vanderbilt party. They soon rallied, however, and on Saturday Judge Barnes appointed Mr. George A. Ogden, a son-in-law of Mr. Cornelius Vanderbilt, receiver of the funds resulting from the sale of the stock. During this time the Eric men obtained a

